



World Food Programme



WFP/Djibo Abdousoumaila

WFP Aviation Annual Report 2019

SAVING
LIVES
CHANGING
LIVES

March 2019

WELCOME TO OUR ANNUAL REPORT 2019

Everyday thousands of aid workers are deployed worldwide to ensure crisis-affected people receive the assistance and protection they need. Doctors and nurses, nutritionists, programme and policy specialists, food security analysts, logisticians, environmental experts, researchers, engineers, donors and diplomats, human rights lawyers and volunteers, to mention a few. All are determined to achieve one primary objective: making the world a better place.

Have you ever wondered how aid workers travel in the middle of a humanitarian crisis? How do they bring food, medicines and other relief goods to affected populations in remote areas? How do they reach areas of conflict and access places in the immediate aftermath of a natural disaster?

WFP AVIATION IS THE ANSWER.

We are the aviation arm of the world's largest humanitarian agency fighting hunger, the United Nations World Food Programme (WFP). Through our humanitarian air transport services, we work to overcome obstacles that impede humanitarian assistance from reaching people affected by crises. We connect humanitarian actors to people in need through a network of flights that covers the hardest-to-reach, most remote and dangerous destinations on earth. We ensure uninterrupted delivery of relief supplies when other means of transport are disrupted by insecurity, damaged infrastructure and in circumstances where almost no other commercial airlines are flying. Our strength lies in our flexibility to adapt to a continually changing operational context and our deep commitment to the safety and wellbeing of all humanitarian and development actors, who rely on us to fulfil their mandates.





We **REACH** those in need,

We **SERVE** the entire humanitarian and development community,

We **ACCESS** the hardest-to-reach places in the world,

We **TRANSPORT** humanitarian passengers and cargo,

We **PRIORITIZE** Safety, innovation, capacity building, environmental efficiency and gender equality,

We **LOVE** what we do.

FOREWORD



Philippe Martou, Chief of WFP Aviation Service.
WFP Headquarters in Rome, Italy

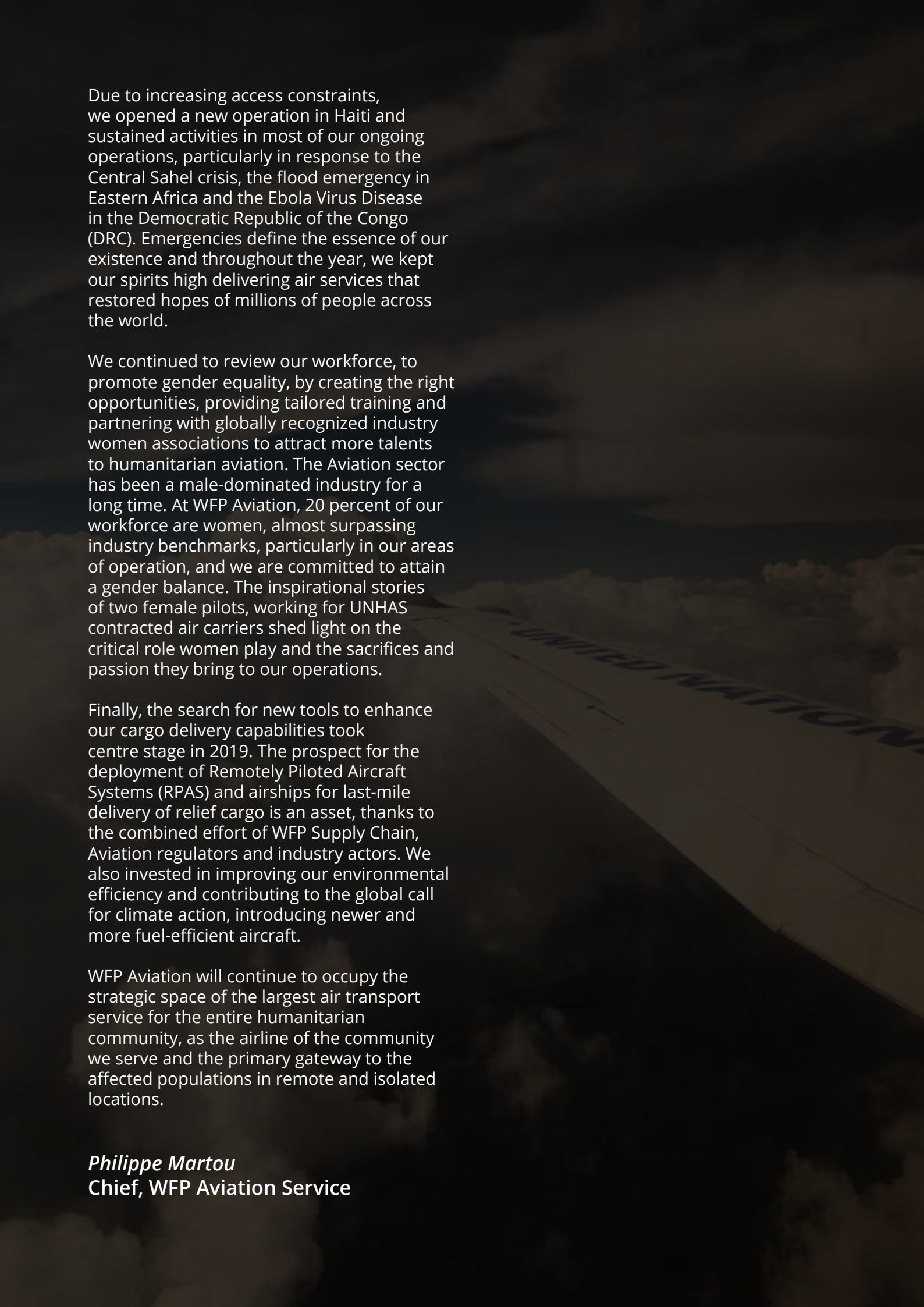
It is a decade and a half since WFP officially established the United Nations Humanitarian Air Service (UNHAS) in 2004, in response to the call by the UN High Level Committee on Management to provide a common air transport service for the entire humanitarian community. This year's annual report provides insights on how we are keeping faith with all actors in the humanitarian and development sector, being the key enabler of relief assistance in some of the hardest-to-reach areas in the world.

WFP Aviation's growth through these years has been in-line with the increasing demands for air transport services to these hard-to-reach locations to enable humanitarian actions where the needs are the highest. Operating with 90 aircraft in 2019, we are comparable to a small size airline, with the broadest route network of over 300 locations, of which 90 percent are unpaved, dirt and short airstrips with little or no commercial value for regular air operators to fly to. In 2019, we linked 20 countries through 17 active UNHAS operations and transported more than 400,000 passengers.

Thanks to UNHAS and other ancillary air transport services such as airlift, airfreight and airdrop, almost 100 million people in need of assistance were reached in the countries of operation. This is made possible through the commitment and professionalism of our 600 multinational staff as well as robust systems and processes instituted from inception and vigorously pursued throughout the years.

In 2019, humanitarian access came under severe attack due to an increasing scale of conflicts, impacting the ability of the humanitarian and development communities to reach the populations they serve. Although many UNHAS operations are present in areas of active conflict, Yemen, Nigeria, Libya, and Afghanistan were the most challenging in terms of humanitarian access. In these countries and beyond, UNHAS remained the ace for access to the people in need. In Yemen, we maintained uninterrupted access to Sana'a and Aden and made changes to the fleet to meet the increasing needs. The security situation in North-East Nigeria remained volatile, but our chartered helicopters were always busy, ensuring rapid and consistent support, even in the face of unpredictable attacks targeting aid workers.

Similarly, natural disasters continued to push the boundaries of humanitarian response in 2019, increasing both in number, intensity and impact. Two cyclones – Cyclone Idai and Kenneth – devastated Mozambique, Malawi and Zimbabwe, leaving nearly two million people in need of humanitarian assistance. WFP Aviation responded swiftly, enabling humanitarian and development actors to reach the affected populations. We worked on multiple joint actions with our supply chain services, the Logistics Cluster, WFP and the entire humanitarian community to coordinate the airbridge from Maputo to Beira and Chimoio.



Due to increasing access constraints, we opened a new operation in Haiti and sustained activities in most of our ongoing operations, particularly in response to the Central Sahel crisis, the flood emergency in Eastern Africa and the Ebola Virus Disease in the Democratic Republic of the Congo (DRC). Emergencies define the essence of our existence and throughout the year, we kept our spirits high delivering air services that restored hopes of millions of people across the world.

We continued to review our workforce, to promote gender equality, by creating the right opportunities, providing tailored training and partnering with globally recognized industry women associations to attract more talents to humanitarian aviation. The Aviation sector has been a male-dominated industry for a long time. At WFP Aviation, 20 percent of our workforce are women, almost surpassing industry benchmarks, particularly in our areas of operation, and we are committed to attain a gender balance. The inspirational stories of two female pilots, working for UNHAS contracted air carriers shed light on the critical role women play and the sacrifices and passion they bring to our operations.

Finally, the search for new tools to enhance our cargo delivery capabilities took centre stage in 2019. The prospect for the deployment of Remotely Piloted Aircraft Systems (RPAS) and airships for last-mile delivery of relief cargo is an asset, thanks to the combined effort of WFP Supply Chain, Aviation regulators and industry actors. We also invested in improving our environmental efficiency and contributing to the global call for climate action, introducing newer and more fuel-efficient aircraft.

WFP Aviation will continue to occupy the strategic space of the largest air transport service for the entire humanitarian community, as the airline of the community we serve and the primary gateway to the affected populations in remote and isolated locations.

Philippe Martou
Chief, WFP Aviation Service

OUR SERVICES

WFP Aviation offers air transport capacity for passengers and the delivery of humanitarian cargo through:

UNITED NATIONS HUMANITARIAN AIR SERVICE (UNHAS), which is the only United Nations-mandated air transport service providing safe, reliable, cost-efficient and effective passenger and light cargo transport to and from areas affected by natural and human-made disasters. UNHAS operations in a country are activated at the request of the humanitarian community. SCHEDULED AND AD HOC AIR TRANSPORT FOR PASSENGER including air transport for emergency, medical evacuations and security relocations.

AIRLIFT¹ and AIRDROP² in both emergency and protracted operations to ensure uninterrupted delivery of relief supplies.

DEDICATED BILATERAL SERVICES for passenger transport to meet other organizations' needs. Examples include dedicated aircraft for the United Nations High Commissioner for Refugees (UNHCR) in Tanzania; and the United Nations Department of Safety and Security (UNDSS) in Somalia.

OUR HISTORY

WFP began its large-scale air operations in the 1980s to transport food and humanitarian workers to countries like Angola, Ethiopia, Somalia and Sudan. Air transport subsequently evolved into an integral part of WFP's logistics. Gradually, WFP Aviation transformed from addressing an internal need for food delivery into a common service for the humanitarian community.

During the early 1990s, the rise of global humanitarian crises led to an increased need for air support to enable timely delivery of food, medicine and shelter. Many United Nations agencies maintained separate air operations, reflecting their individual organisational needs. The United Nations High-Level Committee on Management assigned WFP the mandate to lead all United Nations humanitarian air operations following a series of serious incidents and accidents.

Effective 1 January 2004, WFP established an independent aviation safety unit along with an aviation structure in line with International Civil Aviation Organization (ICAO) and industry standards. WFP was chosen because of its leadership in humanitarian logistics. Fifteen years later, WFP Aviation has become the leading humanitarian air transport provider for humanitarian and development communities.

¹ Transport of cargo by aircraft on a pre-defined route covering any destination across the world and often performed to or from an otherwise inaccessible area; i.e., Strategic airlifts of emergency food, supplies and equipment to areas devastated by political upheaval and/or natural disasters.

² A type of airlift in which goods are dropped from the aircraft. In certain circumstances, due to security concerns, non-availability of operational airfields, inaccessibility for other delivery modes, or a combination of these factors, airdrops become the best method for delivering food directly into a crisis area. Airdrop operations are predominantly for food. When the goods are delicate, large, or heavy, these are dropped using parachutes to slow down the load as much as possible. WFP Aviation is the first air transport service that performed high altitude airdrops in the humanitarian context (Deir Ezzor, Syria 2016).

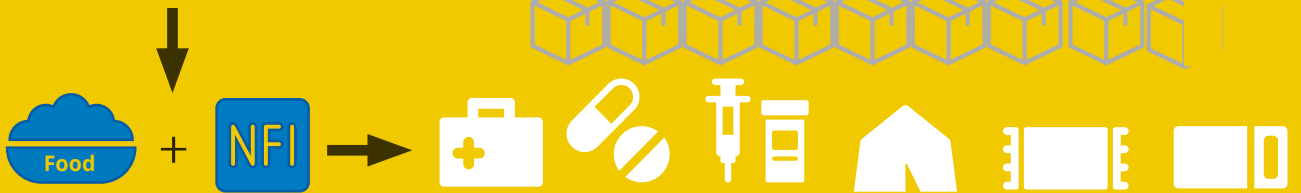
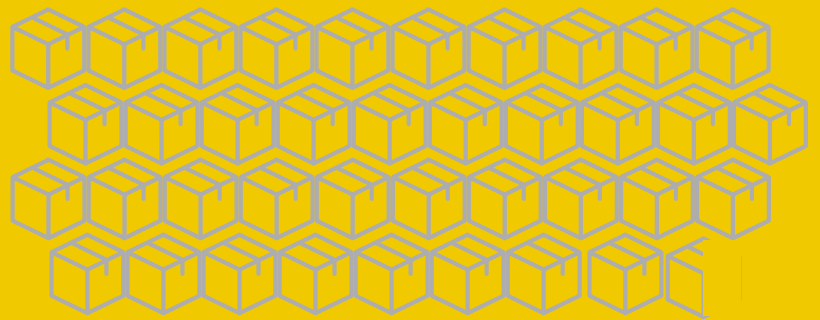
WFP AVIATION IN NUMBERS 2019

UNHAS, AIRLIFT, AIRFREIGHT AND CHARTER PASSENGER SERVICES

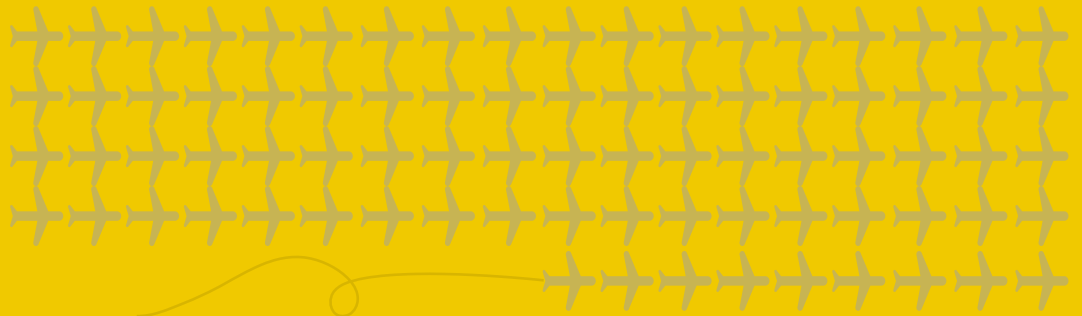
412,000
PASSENGERS



35,100
MT of CARGO



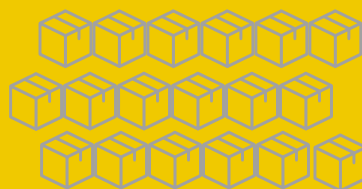
90
AIRCRAFT



620
AIRDROPS



17,337
MT OF CARGO DROPPED



1 COUNTRY:
South Sudan

56 DROP ZONES



Many humanitarian emergencies are human-made or result from natural disasters. People most in need of assistance tend to be isolated by damaged or extremely poor infrastructure. Humanitarian and development organizations must be able to safely and quickly deploy personnel and supplies in some of the world's most challenging settings. These organizations often depend on the air transport services provided by WFP.



HUMANITARIAN ACCESS

AID WORKERS ARE FACING GROWING RISKS TO ACCESS THE MOST VULNERABLE PEOPLE AROUND THE GLOBE AND PROVIDE LIFE-SAVING ASSISTANCE.

What is Humanitarian Access?

Humanitarian access concerns humanitarian actors' ability to reach populations affected by crises. Unimpeded and uninterrupted access is critical to ensure affected populations fully benefit from the assistance and services made available by the humanitarian and development communities.

INTRODUCTION

What is the role of WFP Aviation in facilitating humanitarian access?

Over the past 20 years, humanitarian crises have shown no signs of slowing in their frequency, intensity and impact. In 2019, more people than initially forecasted needed humanitarian assistance. Based on the Global Humanitarian Overview (GHO) 2020, published by the United Nations Office for the Coordination of Humanitarian Affairs (OCHA) on 4 December 2019, 168 million people in 53 countries and territories currently require food, shelter, health care, education and protection – an increase of 22 million people over the past year. The main drivers of this increase are the protracted and highly violent conflicts causing widespread hunger, displacement and destruction; extreme weather events associated with climate change; and underperforming economies. Yemen, the Syrian Arab Republic, DRC, Somalia and South Sudan are currently the world's largest humanitarian crises.

When it comes to providing safe and reliable humanitarian access and fast aid delivery, the aviation sector is the first point of call. Aviation plays an essential role in the movement of humanitarian workers and the delivery of food, medical supplies, and shelters. Air services are crucial in situations where crumbling infrastructure or active conflict cuts off access to entire regions. WFP manages the world's leading humanitarian airline: against the odds, UNHAS provides services for the entire humanitarian community, where no one else can, often becoming the first responder and the only viable solution to access areas with extreme logistical constraints and operationally challenging environments. Operating more than 90 chartered aircraft, UNHAS serves over 300 regular destinations in 20 countries currently facing crises and emergencies. Humanitarian and development organizations depend on the air transport services provided by WFP.

Types of Access Constraints

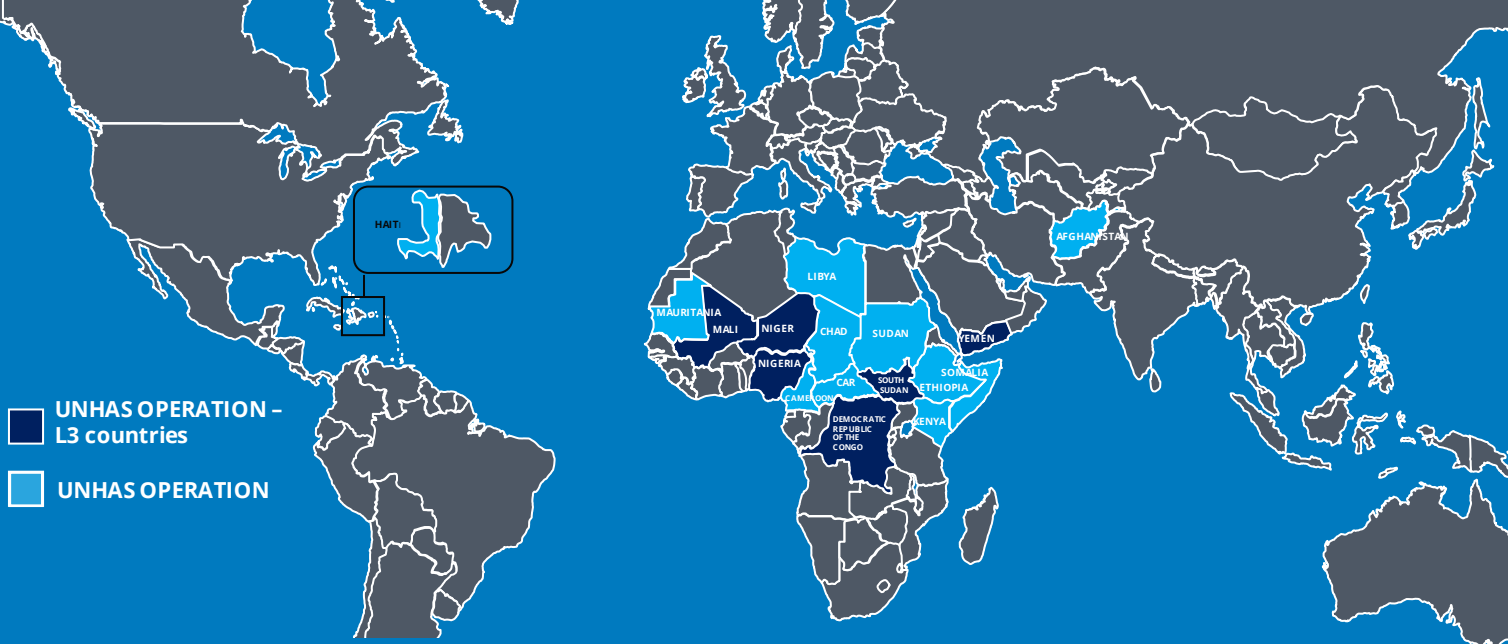
Many constraints affect the ability of humanitarian actors to reach people in need. Restrictions mainly include active fighting and attacks on humanitarian workers, goods and facilities; bureaucratic restrictions on personnel and supplies; and impediments related to climate events or lack of infrastructure.

Violence and insecurity pose serious risks to aid workers, including restricted movement and limited access to critical infrastructure. Roads, highways and bridges are critical to the delivery of humanitarian assistance. However, in conflict zones they often become the target of political control through blockades or checkpoints or are significantly damaged and poorly maintained. Threats impacting access are not limited to direct attacks from armed groups, but also landmines and unexploded ordnance and kidnapping. Denial of access not only limits people's movement and destroys their means of transport, it also deepens a population's isolation and exacerbates underlying causes of conflict, such as economic and political fragility.

The impact of **climate change** and the **outbreak of infectious diseases** also hamper humanitarian access, making responses much more difficult. This triggers the need for establishing measures to go further and faster to mitigate, prepare and effectively respond to natural disasters.

Bureaucratic impediments to humanitarian access greatly exacerbate the ability of people in need to receive basic assistance and impair the ability of aid workers to provide relief. In some cases, such impediments take the form of roadblocks, withholding permits and clearances required to reach locations.





Level 3 Emergencies: The most complex and challenging humanitarian emergencies are defined as Level 3 (L3). Some require mobilization across the UN and non-UN systems. In these cases, the Inter-Agency Standing Committee issues an L3 Activation triggering a system-wide response that ensures the right capacities and systems are in place to effectively meet humanitarian needs. Individual agencies use the same classification system but in different ways. A WFP-designated L3 emergency is one in which humanitarian need exceeds the organization's regional human and financial resources, and requires WFP's global, corporate involvement to mount an effective response. Such emergencies are called "corporate emergencies". IASC and other organizations' L3 emergencies may or may not correspond with one another; however, WFP is involved in all IASC system-wide L3 responses.

UNHAS IN NUMBERS IN 2019



DESTINATIONS COVERED

310

17 operations in
20 countries



ORGANIZATIONS USING UNHAS

800



PASSENGERS TRANSPORTED

404K



CARGO TRANSPORTED

3.2K_{MT}



EVACUATIONS

1,442

PERCENTAGE OF USERS BY CATEGORY

55% NGOs

41% UN

3% DONORS AND DIPLOMATS

1% PARTNERS AND MEDIA

CONSTRAINTS ON ACCESS IN 2019

Countries in focus

Afghanistan

9.4 million
PEOPLE IN NEED

Source: OCHA, 2020



MAIN ACCESS CONSTRAINTS



23 Destinations covered

25,862

Passengers transported

48MT

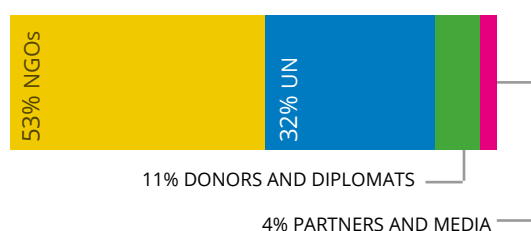
Cargo transported

13 Medical evacuations

30 Security evacuations

149 Organizations used UNHAS

Percentage of users by category



WFP/Conny Akerstrom

Winter in Afghanistan. UNHAS aircraft.

Reaching the hardest territories on earth

HUMANITARIAN CONTEXT: Afghanistan's mountainous terrain is characterized by vast distances, widespread insecurity and poor-to-nearly non-existent road infrastructure. This makes access to project implementation sites a significant challenge for the humanitarian community. Air travel is often the only option to reach remote areas safely. Although some commercial airlines are present in the country, they mostly serve major cities and do not all meet the ICAO safety standards¹. As a result, many humanitarian organizations rely on UNHAS to reach people in need.

UNHAS Afghanistan provides reliable, safe and cost-efficient air access on a regular and *ad hoc* basis to the humanitarian organizations actively involved in Internally Displaced Persons (IDPs) and refugee operations, and in different humanitarian sectors, including education, shelter, food security, protection, water sanitation and hygiene. UNHAS supports the capacity to respond quickly and effectively to emergencies by facilitating medical and security evacuations for humanitarian staff when required.

In 2019, UNHAS relocated 30 humanitarian workers and responded to medical evacuation requests for 13 staff in critical medical condition. In addition, UNHAS transported 48 mt of light humanitarian cargo. This included medicines, vaccinations, emergency food and nutrition, emergency first aid kits and other essential equipment).

¹ Standards, Recommended Practices and Procedures applicable to international civil aviation activities which are contained in 16 Annexes and 4 PANS (Procedures for Air Navigation Services). These standards are complemented by more than 50 Manuals and Circulars which provide guidance on their implementation.

Cameroon

4.4 million
PEOPLE IN NEED

Source: OCHA, 2020



MAIN ACCESS CONSTRAINTS



8 Destinations covered

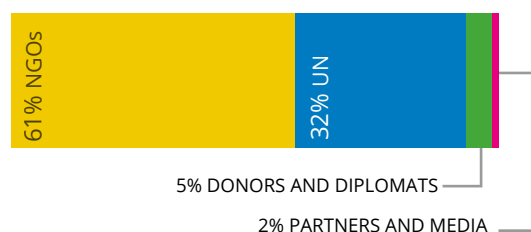
10,078
Passengers transported

23MT
Cargo transported

10 Medical evacuations

60 Organizations used UNHAS

Percentage of users by category



WFP/Emily Pinna

UNHAS aircraft departing from Maroua Airport, Far North Cameroon, a region highly affected by the Boko Haram-induced crisis.

Flying beyond borders

HUMANITARIAN CONTEXT: Cameroon is facing a complex humanitarian emergency that in 2019 displaced nearly 700,000 people. Since 2014, the Far North Region has been affected by the Lake Chad crisis, which has displaced hundreds of thousands of people within the country and across the border into Nigeria. Humanitarian needs are exacerbated by the volatile security situation, especially in the North West and South West Regions, where frequent civilian attacks have forced the population to flee their homes in search of safety. Cameroon also hosts thousands of refugees from the Central African Republic and Nigeria, putting significant pressure on the country's already limited natural resources and basic social services.

UNHAS flights are a crucial component of the humanitarian response in Cameroon, ensuring uninterrupted humanitarian assistance in places that are inaccessible to humanitarian workers by any other means than by air.

The operation connects Yaoundé with remote locations in the northern part of the country, all the way to N'djamena and other cities in Chad. In 2019, UNHAS opened a new route to cover humanitarian needs in the North West and South West Regions, where the highly volatile security situation and poor condition of roads prevent humanitarian actors from reaching project implementation sites. The establishment of this new route also offered a safe option to fly out from areas where regular lockdowns further impede the movement of humanitarian actors.



WFP/Arielle Conge
UNHAS Air Movement Assistant dispatching a UNHAS helicopter from Bangui airport to areas affected by the flood in CAR.

Central African Republic (CAR)

2.6 million
PEOPLE IN NEED

Source: OCHA, 2020



Rescue from the sky in a race against the clock

HUMANITARIAN CONTEXT: According to the Index for Risk Management (INFORM), CAR currently ranks second in the world in terms of risk of violence against civilians and aid workers. In 2019, humanitarian partners faced several simultaneous crises in different parts of the country, which have forced a quarter of the population to flee either within the country or to neighbouring countries. The lack of essential services and contaminated water sources due to flooding have contributed significantly to the resurgence of epidemics that are putting even more people at risk. In 2019, CAR was hit by the worst flooding in two decades. The inundations destroyed roads and over 10,000 homes, affecting an estimated 100,000 people across the country.

At the beginning of September 2019, fighting broke out in Birao (capital of Vakaga prefecture), a very remote town in the north-eastern corner of CAR, leaving over 13,000 people displaced. As the area was inaccessible due to insecurity and impracticable roads conditions, WFP Aviation chartered two cargo aircrafts in CAR (one Fokker F27 Friendship and one Lockheed C-130 Hercules) to provide emergency airlifts of food, shelter materials, and vehicles to the affected people. This violence had drastic impacts on the civilians located in the region and exposed thousands of people to hunger. The armed conflict has further impeded the ability of civilians to obtain humanitarian assistance. In this dire humanitarian context, UNHAS teams have airlifted, 356 tons of cargo to Birao, responding to the needs of the IDPs who found refuge from the fighting around the camp of the United Nations Multidimensional Integrated Stabilization Mission in the Central African Republic (MINUSCA). UNHAS flies to Birao twice per week. The frequency of the flights to this destination has been increased to better respond to the augmented needs. In response to severe flooding in the south-eastern part of the country, UNHAS operated one helicopter (Mi-8MTV), contracted in November 2019. Up to the end of the year, the helicopter flew approximately 10,000 km to locations previously inaccessible to humanitarian actors, carrying out crucial assessment flights, airlifting essential cargo to those affected by the flooding and transporting over 130 humanitarian workers.

"The helicopter enables the humanitarian community to provide emergency assistance to people in regions which are otherwise inaccessible due to poor road infrastructure. We are determined to reach men, women and children in need of help wherever they are located countrywide, and we will not relent until this objective is attained." Giancarlo Cirri, WFP Country Director in CAR.

MAIN ACCESS CONSTRAINTS



32 Destinations covered

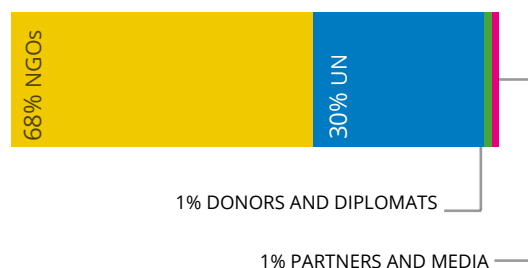
23,851
Passengers transported

182MT
Cargo transported

36 Medical evacuations
25 Security evacuations

123 Organizations used UNHAS

Percentage of users by category



1% DONORS AND DIPLOMATS

1% PARTNERS AND MEDIA



WFP/Charles Kabeya
Arrival of UK Ambassador in Goz-Beida, Chad.

Chad

4.8 million
PEOPLE IN NEED

Source: OCHA, 2020



Transporting refugees in search of a peaceful new beginning

HUMANITARIAN CONTEXT: In 2019, the security situation in Chad deteriorated due to intercommunal conflict and a sharp increase in attacks by Boko Haram armed groups. As a result, there are currently 169,000 IDPs in the country. In addition, the impact of climate change produced heavy rains and flooding, causing critical damage to infrastructure and crops and increasing the spread of Malaria cases.

MAIN ACCESS CONSTRAINTS



22 Destinations covered

15,176
Passengers transported

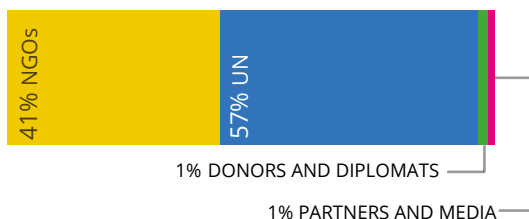
85MT
Cargo transported

87 Medical evacuations

1 Security evacuations

92 Organizations used UNHAS

Percentage of users by category



In 2019, UNHAS Chad ensured air transport coverage throughout crisis-affected destinations across the country. This includes Am Timan, in the province of Salamat, where flooding and heavy rains caused considerable damage to the infrastructure and a shortage of essential goods, leaving vulnerable populations in dire need of assistance. The air service also continued to ensure connection between Goz-Beida, at the border with Sudan's western Darfur Region, and Haraze, in the Salamat Region. The service involved the transport of light relief cargo, such as medical supplies, specialized food and other equipment in support of essential programmes to prevent food insecurity and malnutrition, reduce vulnerability from displacement and respond to health emergencies. A total of 15,176 passengers were able to reach remote humanitarian implementation sites, thanks to UNHAS, including refugee camps in the eastern part of the country at the border with Sudan, where seasonal rivers had cut off road access to main hubs. UNHAS helped get humanitarian actors on the ground to coordinate the response, register refugees and provide life-saving aid, including food, water and relief items.

UNHAS Chad supports the resettlement programme for refugees living in camps in Chad's eastern and southern regions. The programme's long-term goal is to provide resettled refugees with a path to integration and cohesion within their new communities as part of a sustainable solution. In 2019, UNHAS relocated 461 people, including families and children escaping violence and hunger in search of a new peaceful beginning. As of December 2019, UNHCR estimated that 442,672 refugees from Sudan, CAR and Nigeria were living in Chad with most having arrived over 15 years ago. At the time, they were forced to leave behind all their belongings, hoping to return home one day. However, with continuing insecurity, the prospect of return for these refugees remains slim, and therefore they are trying to settle among the Chadian populations or move to other countries. UNHAS facilitates the transportation of refugees from the camps to N'Djamena, the capital. Once in N'Djamena, some refugees are booked on commercial flights to continue their resettlement and integration in Europe and North America.



WFP
Mavivi Airport in Beni, DRC.

Democratic Republic of the Congo (DRC)

15.9 million
PEOPLE IN NEED

Source: OCHA, 2020



Transporting medical responders to isolated Ebola-affected areas

HUMANITARIAN CONTEXT: DRC has the second-highest number of acutely food-insecure people worldwide (16 million, according to OCHA). The volatile security situation, particularly in the eastern part of the country (North and South Kivu and Ituri), and in the Kasai Provinces and Tanganyika, continues to hinder access to affected people, as does poor infrastructure and bureaucratic impediments that caused the suspension of multiple humanitarian activities. The Ebola Virus Disease (EVD) outbreak that began in the Equateur Province in May 2018 is the largest recorded outbreak in the country; according to the World Health Organization (WHO), as of the end of December 2019, it is the second largest recorded outbreak in the world, with 3,421 cases and 2,242 victims. In the same period, heavy rains caused severe flooding in ten provinces and exacerbated the spread of other epidemics, such as Cholera, with over 200,000 cases recorded between January and September 2019. As a result of these multiple drivers of humanitarian crises, DRC is home to the largest displaced population on the African continent, with five million IDPs in the country.

As humanitarian and development actors struggle with the many challenges in DRC, ensuring they have access to affected populations in the remotest areas of the country remains the priority to respond quickly to the multitude and scale of humanitarian needs. With its vast landmass and poor road infrastructure, air transport is the most viable transport mode to access DRC's crisis-affected destinations. Operating a fleet of 11 aircraft, including eight fix-wing and three mi-8 helicopters, UNHAS improved humanitarian access to remote areas where access was extremely challenging due to poor road conditions. In 2019, UNHAS DRC had an essential role in response to the Ebola emergency. The air operation enabled regular access to Ebola-affected areas for each response team operating in the country. This enabled regular access to and rapid response capacity in executing medical evacuations and transporting medical responders, clinical supplies, surveillance and investigation teams to Ebola affected areas. With three dedicated aircraft based in Goma and Beni, UNHAS reached Ebola-affected areas ensuring rapid response. Since November 2019, violent demonstrations have taken place in Beni, northeastern DRC, leading to attacks on civilians and aid workers. On behalf of the humanitarian community, UNHAS performed several security relocations, transporting more than 450 passengers in a week utilizing a Beechcraft 1900, a Dash-8 and a Mi-8 helicopter from Beni to Goma. However, these violent attacks spread to neighbouring locations, where UNHAS continued supporting the community by relocating a further 100 passengers from Butembo, Biakato and Mabalako.

MAIN ACCESS CONSTRAINTS



45 Destinations covered

67,178
Passengers transported

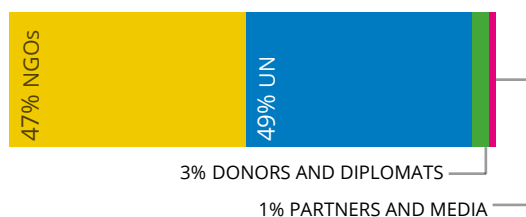
974MT
Cargo transported

78 Medical evacuations

569 Security evacuations

188 Organizations used UNHAS

Percentage of users by category



Ethiopia

8 million
PEOPLE IN NEED

Source: OCHA, 2020



MAIN ACCESS CONSTRAINTS



7 Destinations covered

5,104

Passengers transported

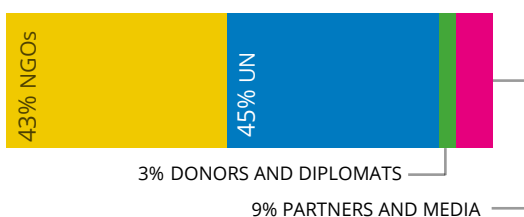
19MT

Cargo transported

48 Medical evacuations

70 Organizations used UNHAS

Percentage of users by category



WFP/Pierre Lucas

Airbridge operation to relocate Somali refugee from Mekelle airport to Dollo Ado.

The race to reach internally displaced persons and refugees

HUMANITARIAN CONTEXT: In 2019, ethnic violence caused a massive increase in IDPs in Ethiopia, including in areas regularly affected by climatic shocks and disease outbreaks. This situation significantly impacted the humanitarian landscape, with aid organizations struggling to respond rapidly in a context of access limitations.

In 2019, UNHAS Ethiopia continued to be the only way to safely access remote locations in the country. UNHAS operates in isolated areas where humanitarian assistance is critically needed, mainly in the Somali region where refugee camps and settlements are established, and no commercial flights are available. The lack of reliable and alternative means of transport, widespread insecurity and the vast areas that must be covered make UNHAS crucial in Ethiopia.

In July 2019, UNHAS Ethiopia conducted an airbridge operation from Mekelle to relocate Somali refugees who were crossing the border in Zalambessa from Eritrea. This resulted in the relocation of 690 refugees to Melkadida and Dollo. The refugees had been in Eritrea for more than 20 years and had spent more than 20 days in the camps, sheltering at a local school. Fifty-nine pregnant women needed medical assistance. The temporary settlement was crowded given the presence of large families. Due to such conditions, the refugees requested quick relocation and expressed feelings of frustration. UNHAS Ethiopia started the airbridge on 4 July and relocated some of the refugees, including those needing urgent medical treatment.

Haiti

UNHAS OPERATION STARTED IN NOVEMBER 2019

4.6 million
PEOPLE IN NEED

Source: OCHA, 2020



MAIN ACCESS CONSTRAINTS



11 Destinations covered

591

Passengers transported

4MT

Cargo transported

40 Organizations used UNHAS



WFP/Alexis Masciarelli

UNHAS helicopter and humanitarian staff at the landing point in Gonaives.

Overcoming access impediments caused by socio-economic unrest

HUMANITARIAN CONTEXT: Haiti is highly vulnerable to natural disasters such as droughts, earthquakes, floods, seasonal hurricanes and landslides, particularly in the southern area of the country. In 2019, the country was severely affected by a political and socio-economic crisis that affected security and posed significant challenges to implementation of humanitarian programmes. The tense security situation had an impact on the resilience of both public and private sector supply chains and the capacity to provide essential services to the population.

WFP arranged for the provision of air transport capacity through the establishment of a UNHAS operation for both passengers and cargo transport. One helicopter (Mi-8AMT) based in Port-au-Prince was deployed to respond to the critical need to overcome access challenges and enable humanitarian actors to respond to increased needs. Since its establishment in mid-November 2019, the service has facilitated the safe movement of 591 passengers across the island, successfully serving humanitarian, development and donor communities operating in the country.

Kenya

MAIN ACCESS CONSTRAINTS



3 Destinations covered

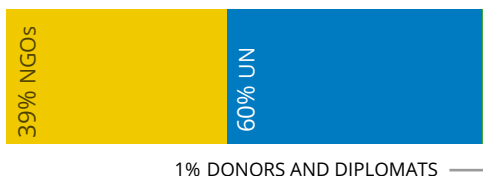
13,665
Passengers transported

49MT
Cargo transported

56 Medical evacuations

70 Organizations used UNHAS

Percentage of users by category



WFP

Refugees departing Kakuma for resettlement in their countries of origin.

The safest and quickest passage to Kakuma and Dadaab refugee camps

HUMANITARIAN CONTEXT: In Kenya, humanitarian operations in Kakuma provide a lifeline to refugees, mostly from South Sudan. Kakuma has two areas of operation, the Kakuma Refugee Camp and Kalobeyei Integrated Settlement. The area hosts a total of 193,684 registered refugees and asylum seekers. Humanitarian actors operating in the camp require uninterrupted humanitarian access to provide life-saving assistance and support resilience-building initiatives for the refugees and the host populations. Kenya also hosts the Dadaab refugee complex, with, as of December 2019, a total of 217,151 mostly Somali refugees.

UNHAS is the only reliable and safe means of transport between the refugee camps in the north and the rest of the country. This operation shares air assets under joint management with UNHAS Somalia to ensure the flexibility to respond effectively to both operations. UNHAS is also instrumental in assisting the repatriation of refugees to Somalia and the relocation of non-Somali families from the Dadaab refugee camp to Kakuma. This service is crucial for the continuation of humanitarian and development work in the camps and to overcome access impediments caused by poor infrastructure. In the last two quarters of 2019, an unprecedented flood hit East Africa, impacting both Kenya and Somalia among other countries, including CAR and South Sudan. WFP Aviation increased fleet capacity adding one helicopter in Kenya to support the operation across the region.

Libya

880 thousands
PEOPLE IN NEED

Source: OCHA, 2020



MAIN ACCESS CONSTRAINTS



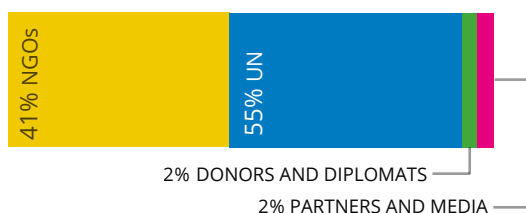
4 Destinations covered

1,706

Passengers transported

33 Organizations used UNHAS

Percentage of users by category



MEDAVIA/Andre Abela
Beechcraft 1900 at Zwara airport.

The humanitarian airline linking the east to the west

HUMANITARIAN CONTEXT: Libya faces a complex and protracted humanitarian and protection crisis resulting from armed conflict; the breakdown of public services; governance challenges; and economic shocks. Despite the highly volatile security situation, in 2019, UNHAS provided a dynamic, flexible and reliable service in Libya. The outbreak of armed conflict in the southern areas of Tripoli in April 2019 displaced 128,000 people, causing widespread insecurity and the suspension of flights into Tripoli Mitiga Airport until the end of June. While the humanitarian community temporarily relocated staff to Tunis, the UNHAS operation remained available for emergency and medical evacuation.

In 2019, UNHAS connected humanitarian and development actors working for 33 different organizations between Tunis, Tripoli, Misrata and Benghazi. Along with its regular destinations, the operation also responded to *ad hoc* flight requests. In February 2019, while flying to Al Abraaq, UNHAS supported an inter-agency field visit to the city of Derna, where a statement called for unconditional, unimpeded and sustained humanitarian access to the civilians affected by the ongoing fighting in the old city.

The UNHAS operation in Libya connects the country from east to west. In early 2019, UNHAS facilitated humanitarian access to the east of the country (Benghazi) by opening communication lines. This established a precedent with flight negotiations, helping to subsequently facilitate the WFP-led opening of the United Nations Hub in Benghazi.

With the deteriorating security situation and limited air transport capacity in Libya, the flights provided by UNHAS are a lifeline for the humanitarian community. The operation ensures aid workers can be consistently present to provide life-saving, protection assistance and emergency response on the ground where the situation can change at a moment's notice.

Mali

3.6 million
PEOPLE IN NEED

Source: OCHA, 2020



MAIN ACCESS CONSTRAINTS



8 Destinations covered

12,408
Passengers transported

22MT
Cargo transported

5 Medical evacuations

2 Security evacuations

89 Organizations used UNHAS

Percentage of users by category



WFP/Virgo Edgar

Upon request of the humanitarian community, UNHAS presented in April, a new route: Bamako/Kayes.

An intensive flight network to cover vast distances rapidly and safely

HUMANITARIAN CONTEXT: Violence and insecurity in Mali continued to worsen during 2019. This was mainly attributed to armed insurgency and social unrest, which spread, particularly in the north, from Kidal to Menaka and Timbuktu, and across the border with Niger and Burkina Faso. Communities are increasingly exposed to attacks and essential services are deteriorating. Mali is a vast, landlocked country. Land transport to and from northern Mali is subject to frequent ambushes and the danger of improvised explosive devices. The absence of viable commercial airlines to transport humanitarian workers to project implementation sites led to the establishment of a UNHAS operation in the country in 2012.

In 2019, UNHAS Mali continued to play a critical role in facilitating humanitarian access to vulnerable populations caught up in an extremely volatile security situation. UNHAS covers the country's vast distances and operates in a context of poor road conditions, especially in central and northern areas. Kayes-Bamako, a new UNHAS route, would take up to 12 hours to be reached by road from Bamako. At the request of the humanitarian community, this route was introduced to reduce the travel time to only an hour's flight from Bamako. One of the key UNHAS destinations, Menaka, is 1,500 km from Bamako and 100 km from Niamey, Niger, making it a challenging city for humanitarian actors to reach. The city has experienced continuing and increased levels of violent incidents, attacks by armed groups and inter-community conflicts leading to regular forced population movements. Through UNHAS, the humanitarian and development community can reach Menaka more safely and quickly by connecting other key humanitarian spots like Mopti and Gao.

Mauritania

MAIN ACCESS CONSTRAINTS



3 Destinations covered

1,673

Passengers transported

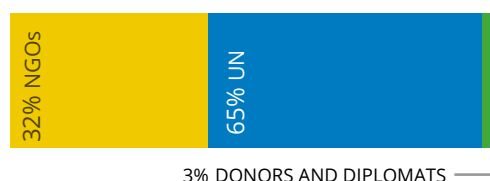
6MT

Cargo transported

6 Medical evacuations

32 Organizations used UNHAS

Percentage of users by category



WFP/Agron Dragaj
UNHAS aircraft in Kifa.

UNHAS: the backbone of humanitarian activities

HUMANITARIAN CONTEXT: In Mauritania, the food security situation worsened in 2019 due to persistent insecurity across the Sahel region. Some 57,000 Malians sought refuge in the east of the country, where nearly 40 percent of the population is affected by food insecurity. The distances across the country are vast and road conditions poor. In addition to possible delays and growing security threats posed by acts of banditry and terrorism against humanitarian staff, high logistical costs are associated with travelling by road.

UNHAS Mauritania is the backbone of humanitarian activities, providing crucial access where it would otherwise not be possible. UNHAS supports humanitarian responders by enabling them to rapidly deploy relief supplies and staff across the country. It also provides medical and security evacuations when needed. Established in 2012 in response to the sudden influx of refugees fleeing conflict in northern Mali, UNHAS has since provided a link from the capital Nouakchott to distant project implementation sites. A total of 32 organizations rely on UNHAS to implement and monitor the humanitarian efforts in the country. Bassikounou is one of UNHAS's regular destinations, providing a vital linkage to the rest of Mauritania for the transport of humanitarian passengers and light relief cargo. Approximately 95 percent of UNHAS passengers travel to and from Bassikounou, the closest airstrip to the Mbera refugee camp. The camp is located close to the border with Mali. Without UNHAS transport, it would take humanitarian workers three travel days to reach the camp from Nouakchott. In September 2019, due to the high degradation of the runway in Bassikounou, UNHAS temporarily stopped this route. The humanitarian community is being transported to Bassikounou through the city of Nema. The works on rehabilitation of the runway will begin as soon as possible upon receiving funding.



Nigeria

7.7 million
PEOPLE IN NEED

Source: OCHA, 2020



MAIN ACCESS CONSTRAINTS



13 Destinations covered

66,271

Passengers transported

147MT

Cargo transported

30 Medical evacuations

70 Security evacuations

90 Organizations used UNHAS

Percentage of users by category



Life-saving UNHAS helicopters

HUMANITARIAN CONTEXT: Tens of thousands of refugees fled their homes in northeast Nigeria in 2019 to escape from violent attacks by non-state armed groups, which have decimated livelihoods, crops, infrastructure and basic services. The situation was further compounded by escalating violence in other states and in northwest Nigeria (Katsina, Sokoto and Zamfara), which forced another 50,000 people to migrate to neighbouring Niger. Of the 2.2 million people who remain displaced in the most affected states of Adamawa, Borno and Yobe, nearly 80 percent are women and children. The country is in dire need of life-saving humanitarian assistance, including shelter, food, water, sanitation, education and protection. The security situation remains highly volatile. Furthermore, there has been a notable decrease in the availability of escorts along many primary routes: this has substantially restricted movements by road and left humanitarian actors with no option other than air transport to reach vulnerable communities.

UNHAS operations continued to be an integral component of all humanitarian sectors in the North East in 2019, providing safe and secure access to project locations for humanitarian and development actors. UNHAS provided the only emergency response capacity for medical and security evacuations by air. During 2019, UNHAS was called upon to perform no-notice evacuations from the hard-to-reach towns of Bama, Banki, Damboa, Gwoza, Monguno, Ngala, Pulka and Rann. A total of 30 critically ill casualties were evacuated, successfully achieving 100 percent of those requested. In addition to humanitarian personnel and civilian casualties, five infants suffering from a variety of conditions, mainly related to severe malnourishment, were also evacuated. In addition, UNHAS successfully relocated a total of 70 humanitarian staff for security reasons in 2019.

On 3 October 2019, UNHAS received a notification from the International Medical Corps (IMC) that one of their staff members deployed in Damboa, a city 30 minutes south-west of the state capital, Maiduguri, was critically ill. Immediately, one helicopter was re-tasked, refuelled, and re-rolled to load stretchers and facilitate medical support to the casualty. In the shortest time possible, the ill worker was able to reach the hospital in Maiduguri and receive emergency treatment. In recognition of UNHAS's role in saving the life of their staff member, IMC publicly praised and thanked UNHAS for the prompt lifesaving rescue action.

Niger

3.2 million
PEOPLE IN NEED

Source: OCHA, 2020



MAIN ACCESS CONSTRAINTS



7 Destinations
covered

13,050

Passengers transported

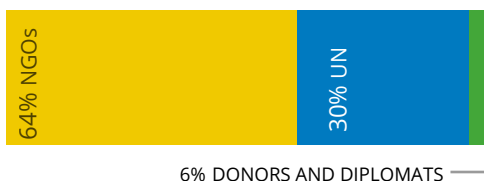
32MT

Cargo transported

17 Medical
evacuations

128 Organizations
used UNHAS

Percentage of users by category



WFP
Niamey airport.

When flying becomes the only option

HUMANITARIAN CONTEXT: Niger is extremely vulnerable to climate change, resulting in recurring seasonal epidemics, drought and floods. According to OCHA, 227,000 people were impacted by flooding in 2019. In addition, attacks and threats by non-state armed groups led to significant displacement and severe limitations to humanitarian access.

In 2019, the number of UNHAS passengers significantly increased to respond to growing humanitarian needs in the country. Humanitarian workers requested several special flights in the last quarter of the year to conduct critical missions to assess the situation on the ground. UNHAS support in Niger is of paramount importance. Humanitarian access is extremely limited in the border areas, affecting the ability of aid workers to reach affected populations, including IDPs and host communities. Diffa, at the border with Nigeria and close to the border with Chad, is the destination with the highest traffic in the operation. However, it remains a challenging location to reach due to insecurity on the ground and movement by road is dangerous and almost impossible.

Somalia

4.2 million
PEOPLE IN NEED

Source: OCHA 2019



MAIN ACCESS CONSTRAINTS



16 Destinations covered

20,080

Passengers transported

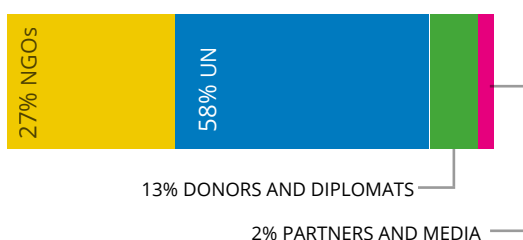
566MT

Cargo transported

4 Security evacuations

111 Organizations used UNHAS

Percentage of users by category



WFP/Martin Karimi

Eldas village (north of Wajir town). Loading of Government of Kenya's relief food supplies destined for villages cut off by floods.

The solution to scale up food response to flood-affected regions

HUMANITARIAN CONTEXT: The operational environment in Somalia is exceptionally challenging. Continued security incidents cause access barriers to humanitarian assistance, particularly hindering the delivery of food in hard-to-reach rural areas. In 2019, climate events, such as drought and flooding, continued to exacerbate humanitarian needs across the country, undermining the population's resilience to respond to shocks.

Since October, flooding caused by heavy rains has affected over half a million people in Somalia, of whom 370,000 have been displaced from their homes. Humanitarian partners have worked with a task force consisting of the Ministries of Health, Internal Affairs, Energy, Water, Agriculture, Education, Planning and Information to respond to the crisis. Humanitarian agencies were able to broaden and scale up their flood responses in close coordination with the government, thanks to UNHAS providing safe and reliable air transport movements across the affected areas. The UNHAS fleet was enhanced by one helicopter and additional fixed-wing flights to deliver supplies to affected regions during the period.



WFP
Casa-295, South Sudan.

South Sudan

7.5 million
PEOPLE IN NEED

Source: OCHA, 2020



MAIN ACCESS CONSTRAINTS



62 Destinations covered

85,053

Passengers transported

1,000MT

Cargo transported

175 Medical evacuations

78 Security evacuations

307 Organizations used UNHAS

Percentage of users by category



2% DONORS AND DIPLOMATS

The largest humanitarian airline flying in the face of the disaster

HUMANITARIAN CONTEXT: In South Sudan, 7.5 million people, including 4 million displaced South Sudanese – more than two-thirds of the entire population – currently need humanitarian assistance. The tense situation is compounded by consistent intercommunal violence and unusually heavy seasonal flooding that affected more than 900,000 people in 2019. The possibility of an Ebola outbreak is imminent in South Sudan. However, the risk of the spread of the virus was contained by humanitarian partners through task forces established at the highest risk locations to conduct screenings at border points with DRC and to increase the preparedness of health facilities.

UNHAS used one additional helicopter (Mi8 MTV), which was dedicated to flood assessment missions, evacuations and the transport of light relief cargo. The promptness of UNHAS's response has reportedly been appreciated by the entire humanitarian community in South Sudan. In addition, UNHAS contracted a dedicated small fixed-wing aircraft (C-208) to ensure regular flights transporting personnel and supplies to the main state-level coordination hubs and other priority locations with limited access by road (Maridi, Nimule, Tambura, Yambio and Yei). Considering the possibility of an Ebola outbreak in the country, the aircraft was included in the fleet to perform preparedness activities.

Due to security concerns, non-availability of operational airfields, inaccessibility for other delivery modes, or a combination of these factors, airdrops are sometimes the only available lifeline for people. WFP started a series of urgently needed airdrops of food assistance to remote areas of South Sudan that are unreachable because of insecurity and other obstacles. WFP Aviation is currently performing airdrops from three Ilyushin 76 aircraft: in 2019, 17,500 mt of food, including cereals, pulses and oil were dropped.

A team of committed and dedicated staff equipped UNHAS with the tools to successfully overcome the challenges posed by the complex 2019 crises. In the words of Rahab, a UNHAS Aviation Officer: "The hostile field environment can sometimes be extremely challenging and demanding, especially for a woman. However, I always keep in mind that I am here to save lives. This helps me to navigate through most of the obstacles. I'm proud to be part of this team. I have the privilege of contributing to the UNHAS mission of saving and changing the lives of extremely vulnerable people. Maban was one of the areas affected by the 2019 flooding. Our operation was impaired as we could not access the airstrip, which was inundated by the flood. Our team has worked ceaselessly to provide quick alternative transport solutions for the humanitarian community, which depended solely on UNHAS to reach the affected locations. The high level of coordination and preparedness we were able to achieve through team efforts has filled my heart with immense satisfaction."



WFP/Julietta Angelova
UNHAS aircraft, El Geneina, Sudan.

Sudan

9.3 million
PEOPLE IN NEED

Source: OCHA, 2020



5 Destinations covered

23,681

Passengers transported

49MT

Cargo transported

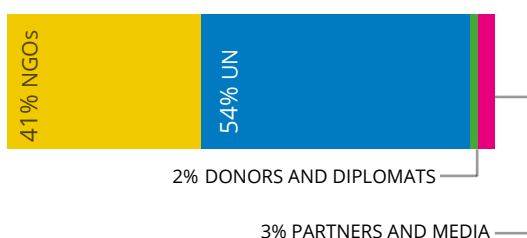
31 Medical evacuations

244* Security evacuations

*(28 internal and 216 external) The external security evacuations have been facilitated by UNHAS Sudan using an Ethiopian Boeing 737 to relocate UN/INGO staff to Addis-Ababa while internal evacuations used UNHAS Sudan aircraft.

77 Organizations used UNHAS

Percentage of users by category



A safe transport mode through the political turmoil

HUMANITARIAN CONTEXT: Humanitarian needs are exceptionally high in Sudan due to a combination of conflict, political instability, extreme weather and economic shocks. The country underwent a major transition of power in 2019. Following months of protests, President Omar al-Bashir was overthrown by the country's military forces with the subsequent establishment of a transitional government. The coup caused violence in Khartoum and increased risks to civilians. In Darfur, the withdrawal of the long-running United Nations-African Union peacekeeping mission (UNAMID) exacerbated the grave political uncertainty. Access challenges across the country reflect the tense political situation.

During an extremely critical situation in June 2019 UNHAS's role in Sudan proved crucial, when the air service provided security relocation of aid workers and their families from Khartoum: in June, 216 United Nations and diplomatic staff and their families were relocated from Khartoum to Addis Ababa.

Despite the challenge of UNAMID's withdrawal/downsizing process in Darfur, UNHAS Sudan enabled vital support to humanitarian and development actors across the country and facilitated life-saving humanitarian response in conflict-affected areas.

In December 2019, after months of negotiations between the Sudanese Government and the South Sudanese political party, Sudan People's Liberation Movement, United Nations agencies finally accessed Yabus in Blue Nile state, a disputed area hit by severe flooding. The first United Nations humanitarian assistance in nearly a decade was provided by a WFP-led, United Nations inter-agency team that provided food to nearly 10,000 people. This mission received critical support from UNHAS Sudan and cross-border assistance from UNHAS South Sudan. UNHAS also successfully supported another peace mission led by WFP Executive Director, David Beasley, in October 2019. The food supplies provided by the mission were reportedly enough to feed 370,000 people for one month and were transported by river. River transport of humanitarian goods between Sudan and South Sudan was largely stopped when the border closed after South Sudan's independence in 2011. The resumption of river transport was made possible by collaboration between the two governments and a recognition by all parties that the transport of humanitarian assistance is vital to conflict-affected civilians in South Sudan.

Yemen

24 million
PEOPLE IN NEED

Source: OCHA, 2020



MAIN ACCESS CONSTRAINTS



5

Destinations covered

18,498

Passengers transported

1MT

Cargo transported

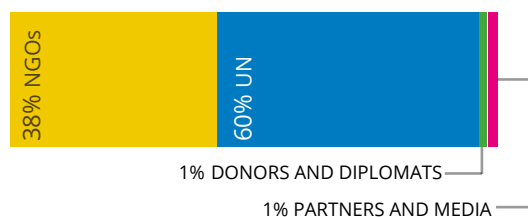
71

Medical evacuations

62

Organizations used UNHAS

Percentage of users by category



WFP/Einar Schjolberg

Airbus 320 in Queen Alia International Airport in Amman.

Securing a lifeline to the world's largest humanitarian crisis

HUMANITARIAN CONTEXT: Humanitarian access to vulnerable populations is very fragile in Yemen as the deterioration of security and destruction of infrastructure connecting communities and cities increases. Yemen's operating environment is the world's most challenging, with severe movement constraints for humanitarian organizations, including aerial bombardments, and restrictions on life-saving imports like food, fuel and medicine. Yemen is also fighting the worst Cholera outbreak in recorded history.

UNHAS's logistical support to humanitarian organizations responding to the crisis in Yemen is vital. The scale, severity and complexity of humanitarian needs, and the critical logistical challenges are extensive as the country faces limited international transport options, including by air. This is due to damaged infrastructure and disruptions in accessing many parts of the country as a result of the conflict and bureaucratic impediments, such as onerous and multiple clearance processes and road blockages, and irregular overland transport capacity from neighbouring countries. The lack of commercial airlines and closure of Sana'a air space since August 2016, means that UNHAS is the only option for the entire humanitarian community to access the country by air. Since 2015, when UNHAS operations were activated in Yemen, the main commercial airlines have pulled out of the country citing growing unrest. UNHAS has subsequently extended its activities to respond more effectively to the needs of humanitarian workers and their requests for more flights to access the war-torn capital, Sana'a, and the port city of Aden.

In 2019, UNHAS continued to strategically serve Sana'a from Amman and Djibouti, and Aden from



Djibouti, operating an Airbus 320-211 and an EMB145/135, to ensure full coverage of flight operation for humanitarian actors to easily access Yemen operation. UNHAS added a fourth route in September 2018 to directly connect Sana'a and Aden twice a week. These routes have facilitated greater humanitarian access, against a perilous backdrop of soaring humanitarian needs in the country. UNHAS also succeeded in shifting the operation airport base in Amman from the Marka civil airport to Jordan's main and largest airport, Queen Alia International Airport in Amman. This shift was crucial in facilitating the movements of more humanitarian staff travelling to and from Yemen to respond to the increasing needs of the world's worst humanitarian crisis. Moreover, UNHAS-Yemen always explore to open new domestic and/or international destinations, to improve the flight frequency and meet the users' demand and provide reliable, safe and efficient services.

UNHAS TOP-Five Users - NGOs



UNHAS TOP-Five Users - United Nations



Emergencies, both natural and human-made, are time-critical events that require swift action to respond to their impact, limit the damage and meet the needs of those affected. Often, infrastructure, such as roads, bridges, airports etc., is completely destroyed and access is severely constrained. Over the years, air transport has proven to provide the fastest and most effective response, enabling the delivery of relief supplies and providing aid workers access to affected populations.



WFP/Rein skullerud
UNHAS Mi-8 helicopter in Nhamatanda (Sofala district). Cyclone Idai emergency response in Mozambique.

EMERGENCY PREPAREDNESS AND RESPONSE

Our Role in Emergencies

Emergencies, both natural and human-made, are time-critical events that require swift action to respond to their impact, limit the damage and meet the needs of those affected. Often, infrastructure is completely destroyed: roads, bridges, airports etc. and access is severely constrained. Over the years, air transport has proven to provide the fastest and most effective response, enabling the delivery of relief supplies and providing aid workers access to affected populations.

WFP Aviation was born in the context of emergencies and this has remained its core function. The demand for airlift and/or airdrop of life-saving relief supplies peaks during sudden-onset emergencies. The organization has developed time-tested capabilities for aerial support in response to earthquakes, floods, cyclones, hurricanes, as well as conflicts, pandemics and protracted emergencies. These capabilities are key success factors for timely, effective and efficient humanitarian actions. Timeliness of response can be the difference between life and death; as such, our lead time for strategic airlifts is 48 hours. Passenger services for the humanitarian community are activated in approximately 72 hours.

WFP is the world's largest provider of air service to the entire humanitarian and development communities in emergencies, and it remains a prime enabler of humanitarian access long after the emergencies have passed the critical stage.

Preparedness measures

WFP Aviation has a culture of preparedness and early action that strengthens its capacity for swift, efficient and effective response. Long before an emergency hits, a chain of actions is initiated to ensure readiness to respond and the capacity to match the scale and scope of the disaster. WFP's preparedness initiatives are built into its business processes and systems. These include identification of qualified air operators in regions across the world to ensure availability of aircraft capacity to reach any location at short notice.

At present, WFP has about 100 air operators in its List of Registered Air Operators (LORA), spread across all continents of the world, with a combined capacity of 663 fixed wings and 427 rotary wings aircraft. In addition, WFP has standby contracts for 40 aircraft, ready to be deployed in new emergencies or to support surge operations. These measures reduce high costs, avoiding price spikes and competition for assets when emergencies strike. This is in line with findings in the review of 84 preparedness actions, by an inter-agency Humanitarian Return on Investments (H-ROI) project, which affirmed that preparedness actions led to a median financial savings of US\$ 0.5 for every dollar invested.

As part of its preparedness strategy, WFP Aviation has a pool of ready-to-deploy staff, with relevant experience to respond to emergencies. Through an ongoing UNHAS Trainers Programme (UTP), significant efforts have been made to build the capacity of local staff to meet emergency deployment requirements. Future scale-up of such initiatives will target local authorities, particularly civil aviation authorities in the countries of operation to enhance local capacity and readiness for emergencies.

The high cost of aviation services requires a contingency fund capable of providing bridge financing before donor funds are received. WFP Aviation Special Account (ASA) is a critical preparedness tool that enables the activation of an air service or sustenance of existing operations to ensure critical humanitarian interventions are not delayed.

2019 emergencies

Humanitarian emergencies showed no sign of abating in 2019. On the contrary, 2019 witnessed a significant increase in the number, scale and complexity of new and protracted emergencies. Conflict, climate shocks and epidemics were the major drivers of emergencies across the globe. From the devastating impact of cyclones in southern Africa (particularly Mozambique) to the ravages of the Ebola crisis in DRC to the escalating armed conflicts in Libya and Yemen, the year ended with the deepening political and socio-economic crisis in Haiti. Through UNHAS and other ancillary air services, WFP offered life-saving transport solutions to the entire humanitarian and development communities across emergencies, ensuring timely and unfettered access to affected populations across the globe.

Climate-induced emergencies

Idai, one of the worst tropical cyclone to hit Africa, made landfall in southern Africa in mid-March, submerging large swathes of land from Mozambique – the epicentre – to Malawi and Zimbabwe. The cyclone left catastrophic damage to lives, homes and livelihoods in its wake. With infrastructure destroyed, broken bridges, flooded access roads, etc. air transport was the only way to reach the population affected by the cyclone. Hugo Duplessis, the first Aviation Officer to arrive in the country, shortly before the landfall as part of the advance team, recalls a shocking scene of destruction and chaos, but also of resilience and human solidarity. In his words, "all predictions were deadly accurate; it was indeed devastating". WFP's

aviation capabilities were deployed to their fullest: three helicopters, one Casa-295, a new fuel-efficient cargo aircraft and seven international aviation officers strategically based in Maputo, Beira and Chimoio. Another cyclone in Mozambique, Cyclone Kenneth, further tested WFP's ability to respond. A Cessna Caravan was contracted to facilitate the movement of humanitarian actors into affected locations. Preparedness actions were key to the success of the operation. The presence of pre-qualified air operators in the region and the activation of standby aircraft contracts made it possible to respond swiftly. In addition to Cyclones Idai and Kenneth, the Bahamas were hit by hurricane Dorian, the most powerful hurricane ever to strike the country. WFP Aviation activated its preparedness measures and deployed an air transport officer within 48 hours. Following the assessment of damage, local capacity and international support, it was decided that the deployment of WFP air assets was not required. In the last two quarters of 2019, an unprecedented flood hit East Africa, impacting South Sudan, CAR, Somalia and Kenya. Nearly one million people were affected in South Sudan alone and 73,000 mt of harvest were washed away. WFP Aviation increased capacities across the affected countries: one helicopter in CAR, one helicopter in Kenya, one helicopter in South Sudan and an additional Ilyushin 76 aircraft were positioned to support the operation across the region.

Conflict

Conflict remained the major driver of humanitarian emergencies in 2019. Nine of seventeen UNHAS operations were in countries in active conflict, where 69.6 million people needed assistance during the year. These include Afghanistan, Cameroon, CAR, DRC, Libya, Nigeria, Somalia, South Sudan and Yemen. Despite significant access constraints due to insecurity, UNHAS operations in these countries remained the gateway to remote locations where conflict-induced humanitarian crises were occurring. In Yemen, for example, UNHAS is the only common air transport that can access the country's restricted skies. Similarly, Libya's conflict has placed many challenges on humanitarian actors reaching the nearly one million people in need of assistance in the country. Mitiga Airport, Libya's principal entry point, was under constant attack for most of 2019. UNHAS maintained its air services, putting in place mitigation measures to ensure safe and secure operations. In Haiti, a new air operation was launched in the last quarter of 2019 to enhance access to populations, which had been cut off due to the political crisis in the country. Closely linked to conflicts are refugee operations. UNHAS extensively supports refugee operations in Chad, Ethiopia, Kenya, Mauritania, Niger, Sudan and Yemen. For example, Chad's burgeoning refugee figures make it the largest host of refugees in the entire Sahel, with nearly half a million refugees in the country. Despite the emergence of a national carrier, Tchadia Airlines covering a few locations across the country, UNHAS remains the gateway to facilitate the movement of aid workers to meet the needs of refugees.

Central Sahel crisis

The Sahel is deeply affected by insecurity and the impact of climate change. In September 2019, the Central Sahel crisis was declared a Level 3 emergency, affecting Burkina Faso, Mali and Niger. Prior to the declaration, UNHAS had an operational presence in two of the three countries – Mali and Niger. This new emergency required a coordinated response to ease access to the populations affected, particularly in Burkina Faso, where Islamic State and other non-state actors launched unprecedented attacks on the communities. At the request of the humanitarian community, UNHAS completed operational assessments and deployed one aviation officer to set up an air service, while air operators in the region were mobilized to ensure sufficient capacity to meet an eventual surge. In the end, air transport options were put on hold; however, UNHAS remained prepared to respond to any escalation requiring aerial support.

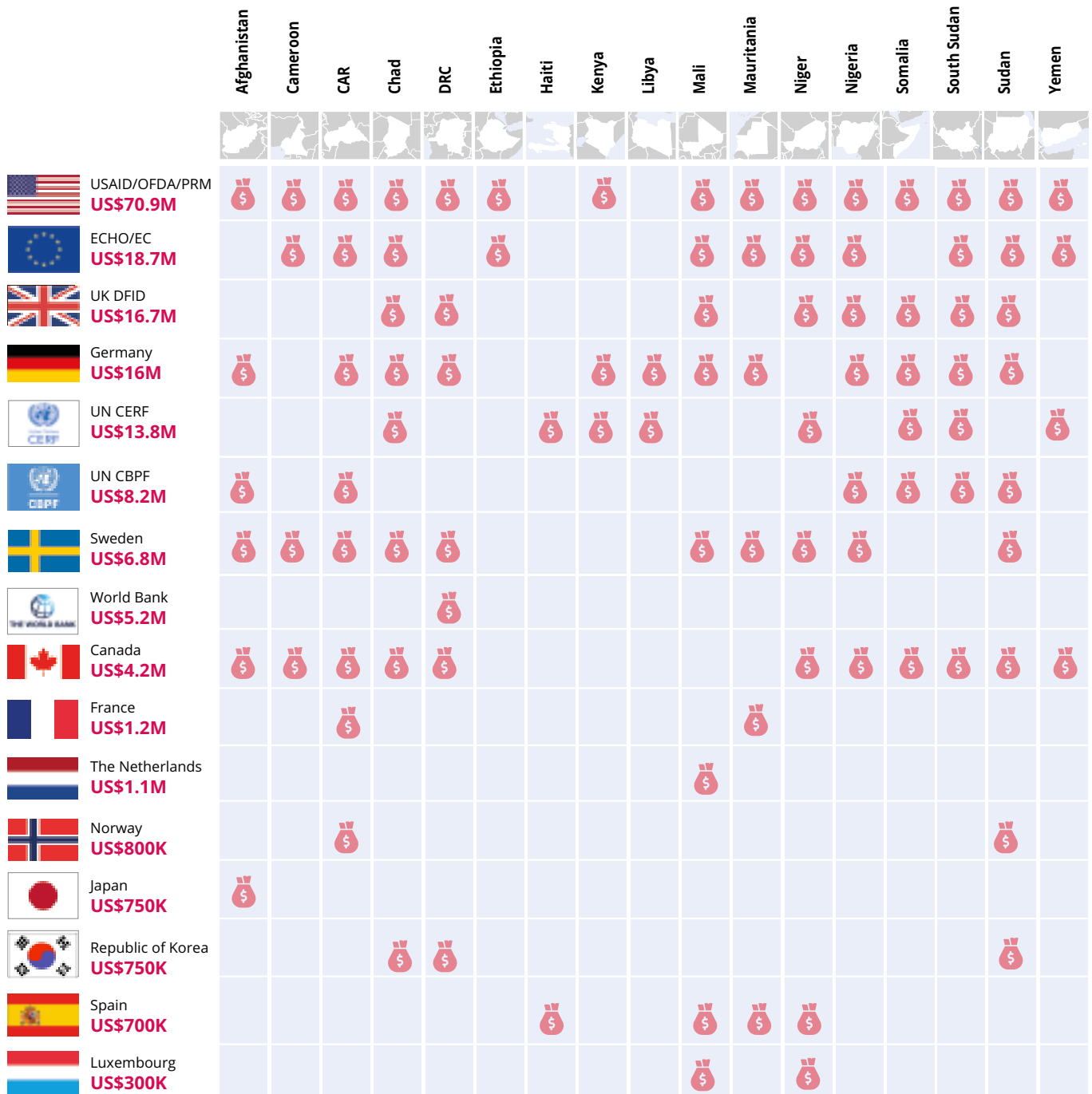
Epidemics

2019 was the worst year in the history of the Ebola disease in DRC. According to the WHO, there were 3,421 cases and 2,242 deaths, as of December 2019. UNHAS augmented capacity with three aircraft to ease transport of surveillance, investigation and clinical supplies, as well as medical personnel. Without UNHAS operations, the global effort to contain the epidemic would be severely hampered. UNHAS-led interventions to contain the spread of Ebola were not limited to DRC: in neighbouring South Sudan, UNHAS established a robust preparedness mechanism to enhance surveillance and to trigger investigation alerts of suspected cases at entry points between both countries. One small fixed-wing aircraft, a Cessna Caravan, was contracted to support EVD preparedness activities. The aircraft facilitated the movement of personnel and medical supplies to states on the border with DRC and the rest of the country.

Security relocations

Humanitarian and development actors face enormous challenges in serving populations in need, at personal risks to their safety and security. UNHAS is very often the only means to relocate aid workers in life-threatening emergencies, whether it is fleeing the escalating violence and attacks in DRC's complex emergency situation or during the deterioration of security following the change of government in Sudan, among others. In June 2019, 216 United Nations and diplomatic staff and their families were relocated from Khartoum to Addis Ababa, following the political tensions after the fall of Sudan's long-serving president. In DRC, more than 450 humanitarian actors were relocated from Beni to Goma within 72 hours following an attack by armed groups during the last quarter of 2019. Another large-scale relocation during the reporting period was the relocation of Somali refugees, who had been in Eritrea for more than two decades, from Mekelle and Jijiga to Melkadida and Dollo in Ethiopia. UNHAS Ethiopia established an airbridge operation from Mekelle and relocated a total of 690 refugees in the process.

DONOR CONTRIBUTIONS IN 2019

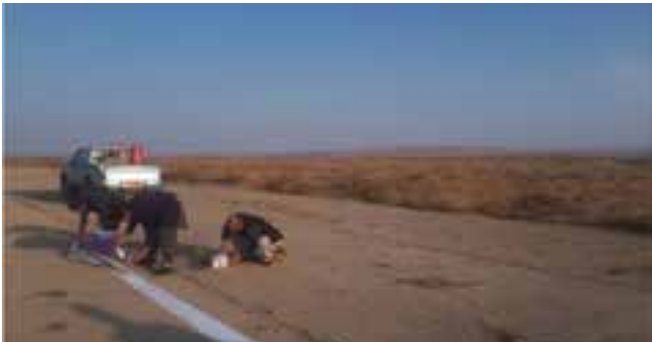


Some contributions received in the last quarter of 2019, will cover mainly operational costs in 2020.

INFRASTRUCTURE REHABILITATION

If you are a passenger flying on a UNHAS plane, you get used to taking off and landing on unpaved runways. WFP Aviation staff often operate air services in airports with limited facilities and poor infrastructure. UNHAS supports the work of maintaining and enhancing airport infrastructure. This is a critical service needed to facilitate connectivity and improve the standard of living in isolated communities. Most UNHAS operations in 2019 played an essential role in facilitating infrastructure rehabilitation works in collaboration with partners:

Afghanistan



Sheberghan, November 2019. Repair works: Painting runway markings for pilots' navigation in coordination with airport authorities.



Sharana HLS (Helicopter Landing Zone), October 2019. Repair works: Windsock installation.

Chad



Current status of Iriba airfield (Eastern side of Chad, at the border with Sudan) after two months of repair works managed by UNHAS to allow the landing and take-off of aircraft with higher seating capacity (from 12 to 19 and 37 seats).

Democratic Republic of the Congo



Tshikapa airstrip status in March 2019 before UNHAS repair works.



Tshikapa airstrip status in November 2019 after UNHAS repair works.

Ethiopia



Melkadida airstrip. Repair works: UNHAS staff assisting repair works of cleaning airstrip from grass contamination on the surface.

Central African Republic



Repair works: rehabilitation of Paoua airfield.

Mauritania



Bassikounou airstrip. Repair works: clearing the runway area from the passage of wild animals.



Bassikounou airstrip. Repair works: maintenance and levelling of airstrip gravel surface.

Nigeria



Damboa. Repair works: UNHAS, in conjunction with OXFAM, building a Landing Zone to facilitate transport by helicopter in the area.

South Sudan



Aweil. Repair works: levelling and compacting the airstrip in coordination with the Aweil State Ministry of infrastructure.

Environmental sustainability is a major driver of innovations in the aviation industry. The sector accounts for two percent of CO2 emissions globally. Airlines and industry players are benchmarking their achievements on their environmental records and continually strive to reduce carbon footprints through innovation.



WFP
Casa-295, South Sudan.

ENVIRONMENTAL EFFICIENCY AND INNOVATION

Environmental sustainability is a major driver of innovations in the aviation industry. The sector accounts for two percent of CO2 emissions globally. Airlines and industry players are benchmarking their achievements on their environmental records and continually strive to reduce carbon footprints through innovation.

WFP Aviation made significant progress in 2019 to reduce its carbon footprint in line with industry practice and the global call for climate action. WFP Aviation deployed the first-ever humanitarian/civilian version of Casa-295, a newer generation and fuel-efficient aircraft to emergency operations, initially in Mozambique and then South Sudan. Although the aircraft, manufactured by Airbus, was initially conceived as a military transport plane, WFP foresaw an imminent shortage of suitable aircraft for extremely challenging environments and backed the civilian certification of the approved version, which was specifically designed for humanitarian operations. Hence, the Casa-295H variant. Its fuel efficiency – consuming 50 percent less fuel per hour compared to older aircraft with similar capabilities – fits into WFP's vision for more environmentally friendly air operations.

The continuous fleet review will enable WFP to substitute older generation aircraft over time and enhance its environmental efficiency. In addition, WFP Aviation is committed to optimizing the use of emerging technologies to enhance its cargo delivery capabilities, with a focus on last-mile delivery.

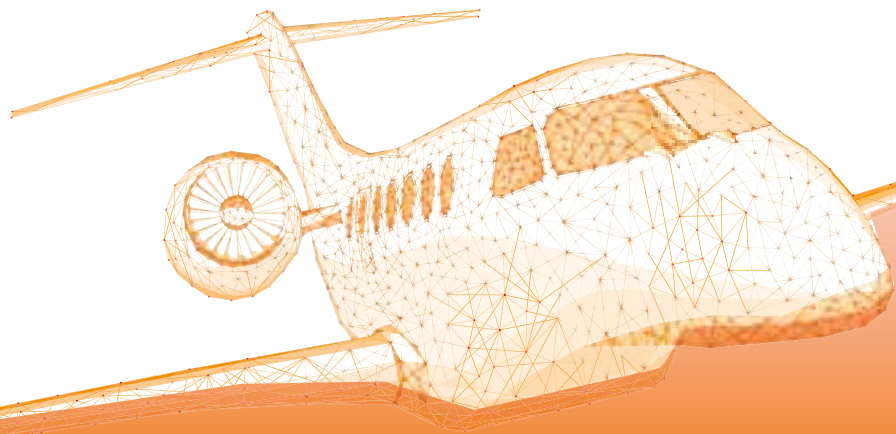
In 2019, WFP intensified its search for Remotely Piloted Aircraft Systems (RPAS), popularly called drones and hybrid airships, as alternative multi-modal solutions to reach beneficiaries with supplies, particularly for operations with significant road access constraints. Some RPAS options were identified, and initial test flights are scheduled in 2020, a precursor to full deployment in humanitarian contexts. Airships represent cost-effective, low-carbon emission solutions for high-volume cargo transportation.

In the absence of RPAS regulations, WFP invested efforts and expertise, collaborating with regulators and core industry players, including ICAO, IATA, civil aviation authorities, manufacturers and other United Nations agencies to support the development of regulatory frameworks. This will benefit not only the humanitarian and development communities but will help countries to optimize the economic benefits of deploying the technology as a tool for development.



WFP/Pierre Lucas
WFP drone mission in West Ime (Ethiopia).

The number of female pilots in the world is very low, hovering around five percent. If only five percent of the world's pilots are women, how many of them are humanitarian pilots? Get to know two of them! They work with us.



**WFP/Sandra Legg
Captain Helet on the right
First Officer Tejaswini on the left.
LET-410UVP-E20 in Bangui.**

GENDER EQUALITY

It's 11:27 in Bangui, the capital of CAR, and a small crowd of people mills anxiously on the dusty, dirt road next to a paved tarmac strip. A small, dark speck slowly emerges in the distance, and the sound of its engine grows louder and louder as it nears. The plane, a LET-410UVP-E20 moves closer and closer, and the crowd collectively holds its breath as the plane's back wheels bounce gently off the tarmac. The plane turns and heads towards the airport and the crowd of men, women and children moves forward to welcome the passengers. Little do they know that this plane carrying humanitarian aid workers was flown by two women – two women from different parts of the world but who share a common love of flying.

My dream is to fly...

Helet, a South African national, and Tejaswini, an Indian national, are pilots for UNHAS flights in CAR. If generally coming across a woman in the cockpit is rare, how rare is it to meet two of them together, working in a country that currently ranks second in the world in terms of risk of violence against civilians and aid workers? Helet and Tejaswini certainly stand out from the crowd for the professional footprint they have each cultivated. **Their story is an inspiration to all women and men who seek a career in aviation and want to reach the most vulnerable people in crisis contexts.** When asked whether she feels a great deal of responsibility as one of only a handful of female humanitarian pilots, Helet responds: "Why would it be? There's no difference." And Tejaswini continues: "It's all about the way you carry yourself, your perseverance and capabilities: if you show you can handle it, you can get any position where others are." Helet has worked for Air-Tec, a South African aviation service provider to WFP, for 12 years. Helet knew from a very early age that she wanted to be a pilot. Though her family experienced financial difficulties, they supported her to pursue her dream and sent her to a flying school when she was 19. She studied hard and eventually became an instructor and later was employed by Air-Tec. When Helet started her aviation career more than a decade ago, she was the only woman for her first four years at the organization. Times have changed and Air Tec now employs four women pilots, an encouraging sign for the aviation industry. The First Officer, sitting next to Helet in the cockpit of a LET-410UVP-E20, is Tejaswini, who, deployed with her company to work for UNHAS almost two years ago, lived and worked in South Africa, where she obtained her pilot's licence. When Tejaswini was 13, she remembers accompanying her mother to the airport to drop off a family member. There, she saw a flight crew member who walked confidently sporting the pilot uniform. This presence attracted an admiring crowd of travellers. She began to dream of the adventures and sights the flight crew member must see and was intrigued. Tejaswini would eventually

express her interest in flight to her mother – one of her most fervent supporters. Her mother introduced her to a colleague who had previously been a pilot in South Africa. Tejaswini later moved to South Africa to study aviation and become a pilot.

Helet and Tejaswini face a few cultural barriers in their working lives. "Many cultures don't accept to see women assuming leadership roles – in certain cultures; this doesn't work. But we manage well, and UNHAS has good practices in place to help us to do our job." Says Helet. Another critical challenge they encounter is being far away from home for long periods of time. Helet says: "I think just a few women would go for this job. Most women would rather accept a job in a home-based commercial airline. It is tough, and our working environment is extremely complex. There are many challenges and risks associated with operating in mostly hostile locations with exposure to extreme insecurity. However, it is also exciting and unique, and people always recognize us for the courage and passion for serving vulnerable communities despite being in a risky situation." Uncertainty is the only constant in their work environment. It comes with its unique set of challenges and requires adaptation. Helet always carries food, water and a toothbrush with her when she flies. "Flying in Africa's extreme conditions could be unpredictable. But we always overcome difficulties and start the engine the next day, and we do it all over again." Helet has built quite a few special memories throughout her career working with UNHAS. She has been "based in all kinds of very interesting places for UNHAS. Flying over the Congo River from Brazzaville to Bangui, I had a peek inside the crater of the volcano in Goma, I've seen the dust storms in the desert of Chad. I've been in Bangui with the start of the coup at the end of 2012/start of 2013." Helet is also good friends with Sandra Legg, the UNHAS Chief Air Transport Officer managing the challenging CAR operation, a pioneering female staff member in the world of humanitarian aviation. They first met in Goma a few years ago and they are now reunited working together in Bangui. For Tejaswini, flying by Helet's side is an amazing experience. "This is the first time I've flown with another woman. Our connection in the cockpit is extraordinary, and we have established a very close relationship." When asked: "What advice would you give to young girls who are interested in becoming pilots?" they suggest "never give up on your dreams – we both had struggles – the struggle to find a job, also in being women in this sector – but we always keep our heads up. If we could do it, you can also do it!"

Story by Eleonora Ponti, World Food Programme.

WFP AVIATION FLEET

FIXED-WING

Beechcraft 1900D

Specifics: 19-passenger, pressurized twin-engine turboprop, cruising at 285 knots (528 km/h), and operating safely on relatively short airstrips with the ability to take off and land on grass and rough runways.



Mauritania

Airbus 320-211

Specifics: capacity ranging from 100 to 180 passengers. Two wing pylon-mounted turbofan engines cruising at 470 knots (871 km/h).



Jordan

Cessna 208 Caravan

Specifics: Strutted, high wing with a 12-passenger capacity in its unpressurized cabin. Maximum speed: 186 knots (344 km/h).



Ethiopia

CASA C-295

Specifics: twin-turboprop transport aircraft with a capacity of 73 passengers, 9 metric tons cargo and airdrop capacity / 12 stretcher intensive care medevac / 27 stretcher medevac with four medical attendants. Cruise speed of 260 knots (482 km/h) at optimum altitude.



South Sudan

DASH 8 (100/200/300 series)

Specifics: Capacity ranging from 37 to 50 passengers.



Afghanistan

DASH 8 (Q400 series)

Specifics: capacity of 70 passengers. Cruise speed of 360 knots (667 km/h). ANVS (Active Noise and Vibration Suppression) system.



South Sudan

Dornier Do 228

Specifics: twin-turboprop STOL utility aircraft with a seating capacity for 19 passengers. Cruise speed of 223 knots (413 km/h).

Dornier Do 328

Specifics: turboprop-powered commuter airliner with a capacity ranging from 30 to 33 passenger. Cruise speed of 330 knots (620 km/h).



Nigeria

Embraer 135

Specifics: twin-engine regional jets with 37 passenger capacity and cruising at 420 knots (780 km/h).

Embraer 145

Specifics: 50-passenger capacity cruising at 450 knots (833 km/h).



Sudan

Ilyushin Il-76

Specifics: multi-purpose four-engine turboprop strategic airlifter. It has extensive service as a commercial freighter for ramp-delivered cargo, especially for oversized or heavy items. It has also been used as an emergency response transport for civilian evacuations and for humanitarian aid mainly to perform airdrops. Maximum speed of 430 knots (790 km/h).



South Sudan

LET-410

Specifics: twin-engine short-range transport aircraft, capable of landing on short and unpaved runways and operating under extreme conditions from +50 °C (122 °F) to -50 °C (-58 °F). Capacity of 19 passengers. Cruise speed of 219 knots (405 km/h).



Sudan

ROTARY-WING

MI-26T

Specifics: multi-engine (twin) cargo helicopter with a payload of 20,000 kg. Average cruise speed of 100 knots (185 Km/h). Maximum speed of 120 knots (225 Km/h).



South Sudan

Bell 412

Specifics: twin-engine utility helicopter with a capacity of 13 passengers and a maximum external load of 3,000 kg. Cruise speed of 122 knots (226 km/h).



Nigeria

MI-8T

Specifics: Medium twin-turbine helicopter with a capacity of 23 passengers and a payload of 2,500 kg. Cruise Speed of 110 knots (205 Km/h). Maximum speed of 120 knots (225 Km/h).

MI-8MTV-1/AMT

Specifics: Multi-engine (twin) helicopter with a capacity of 23 passengers and a payload of 4000 kg. Cruise Speed of 110 knots (205 Km/h) with a maximum speed of 120 knots (225 Km/h).



Mozambique

WFP Aviation global fleet coverage

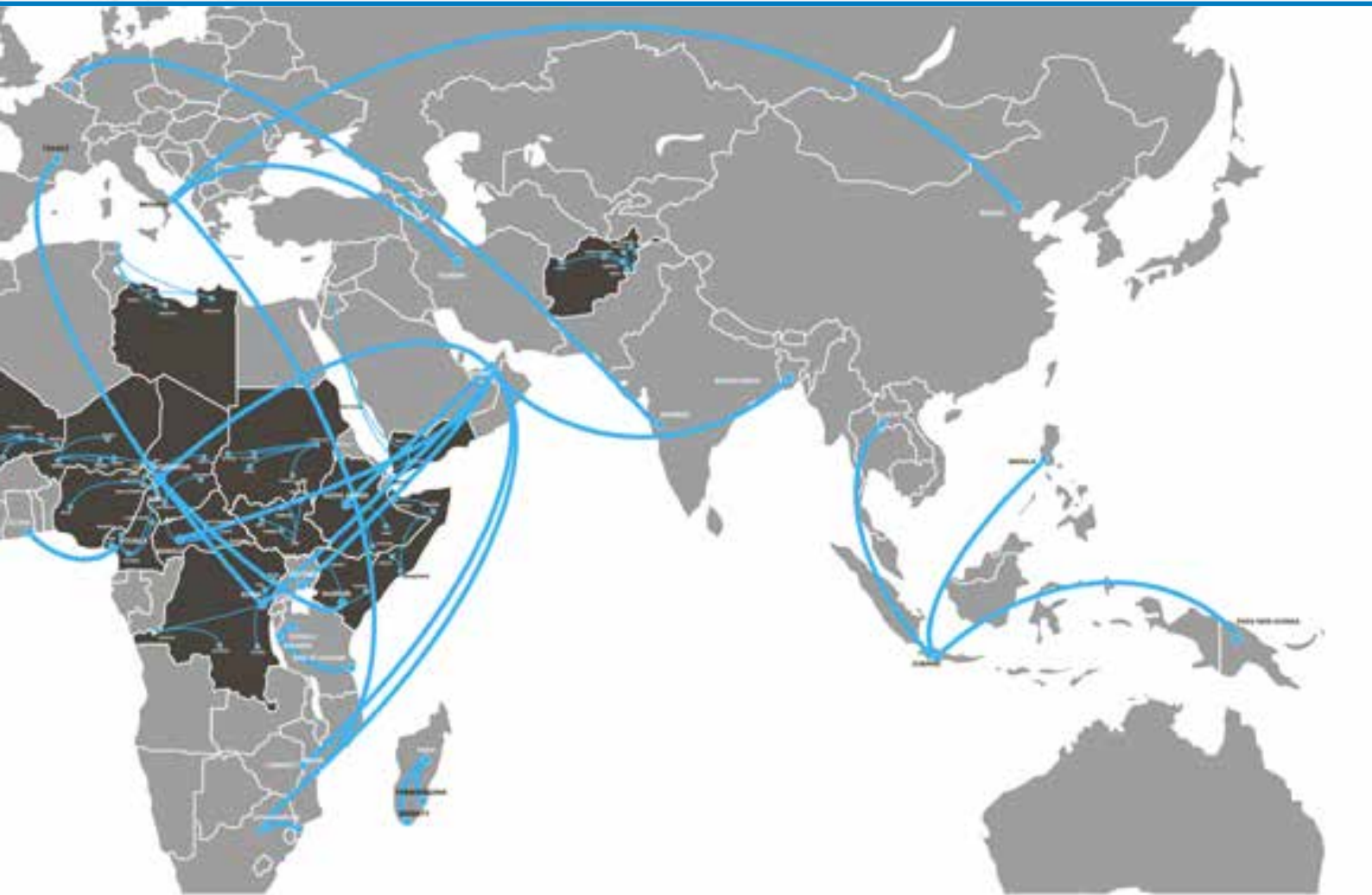
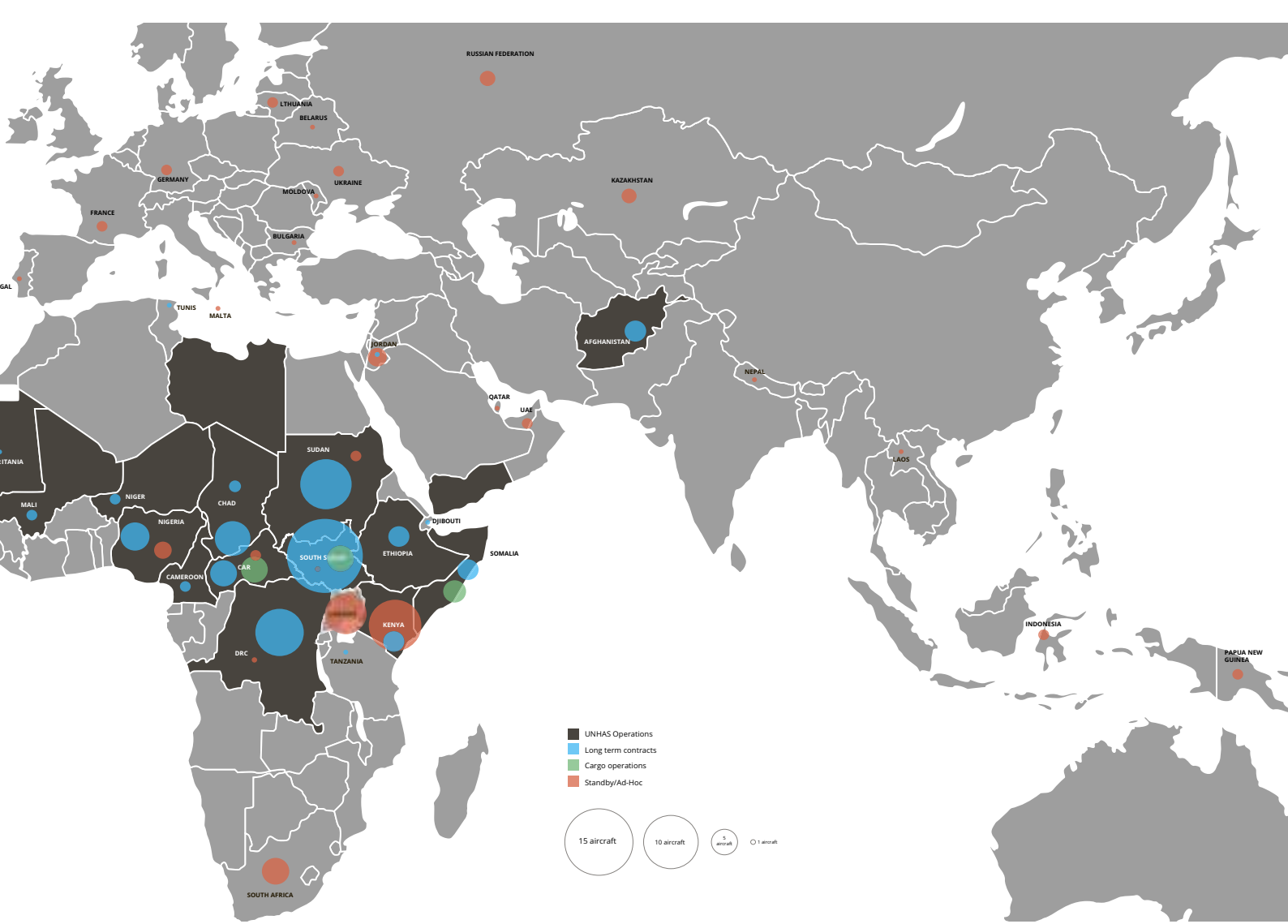


WFP Aviation global routes



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UN common funds



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